

From

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There is a loss of user group meeting subject continuity. The meetings mainly consist of Staff advising what they want us to hear. Staff does not consistently answer or address the concerns expressed by the group.

In 2011 a number of meetings were held on draft Matrix's dealing with how landing surface conditions and issues were to be reported. In the fall of 2011 a staff prepared matrix was passed out. There was not time in the agenda to analyze or discuss this matrix. The next advisory meeting I think was in April of 2012. The Matrix given out in the fall of 2011 was not on the April agenda for discussion. Instead a new Matrix was handed out without any explanation as to why it was presented and no mention of the matrix from the fall of 2011. To this date the advisory group has not had any communication on the Matrix issue since the spring of 2011. One of the problems with the Matrix was the lack of definitions of terms used. This past winters closures of the lake demonstrate the need for more discussion. So why hasn't the Staff offered the matrix for discussion? Was the airports operations procedure manual amended? What does it say about the issues in the Matrix?

The Airport does not have a maintance plan for its float slips. Why is that? We have been told they can not do the require maintance as they do not have the necessary permits. Have they ever applied? When? Highways has wet land permits which permit it to perform culvert maintance on wet lands why can not the Airport get what ever permits are necessary to work on its float slips so as they can be protected from erosion and sinking. Staffs continued claim that it cannot be done needs to be investigated to determine if they are really trying. Request staff furnish this user group with documentation supporting their claim that they have tried. It should not require a wet lands permit to address the subsidence that affects the float slips nor should a lack of permit be justification for not having an on going float slip maintance program.

Airport Staff does not appear to be keeping record of these meetings which probably accounts for the fact items of concern not address at prior meetings are not being carried forth and showing up on meeting agendas. How can we over come this problem?

Other pending issues asked about at prior user groups meeting which have not been resolved.

- Changes to the FAA Alaska Flight supplement to show on the Lake Hood Lake Spenard that the designated take off and landing areas are designated as both for use of float planes and ski planes.
- When the Ski lanes are closed can aircraft taxi across or on a closed area?
- Phone Service Lake Hood ATIS. What's status?
- What is Staff doing:

Comments to be submitted to LHD Advisory Group Meeting June 28m 2012

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1. To insure that tower is instructing the pilots about noise abatement procedures during the evening and early morning?
2. To contract pilots who either request or are advised by the tower to depart South East who appear not to be cognizant about noise abatement issues. The pilots who most often do these early mornings fly over are those flying for local air taxies. In the early morning the winds are such that there should be no reason for a departure over the Turnagain and Spenard neighbor hoods.
3. Could we have staff give a presentation with documentation of their actions taken at the next user group meeting and at the Next Communications Committee Meeting.